VISION ZERO
SAVANNAH

2022 Action Plan

VISION ZERO
SAVANNAH

WHY VISION ZERO

The City of Savannah has committed to providing reasonable protections for the health, safety, and welfare of its residents, including access to safe streets, sidewalks, and transportation. Between 2016 and 2021, there were 92 traffic fatalities and 709 serious injuries in Savannah, with an average of 18.4 fatalities and 146 serious injuries each year, and Georgia ranks 9th in the nation for the most dangerous state for people to travel.

The City of Savannah acknowledges that traffic fatalities and serious injuries are preventable, and even one traffic fatality is far too many.

Each year more than 40,000 lives are needlessly lost on our nation's streets and highways, and thousands more are seriously injured. The most frequently reported cause of fatal crashes across the nation — and in Savannah — are intersection related, distracted driving, and impaired driving.

Savannah renewed its commitment to safer streets in 2022 with the adoption of Vision Zero, a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all.

TRADITIONAL APPROACH

Traffic deaths are INEVITABLE

PERFECT human behavior

Prevent COLLISIONS

INDIVIDUAL responsibility

Saving lives is EXPENSIVE

VS

VISION ZERO

Traffic deaths are PREVENTABLE

Integrate HUMAN FAILING in approach

Prevent FATAL AND SEVERE CRASHES

SYSTEMS approach

Saving lives is NOT EXPENSIVE

Vision Zero acknowledges that many factors contribute to safe mobility — including roadway design, speed, user behaviors, advances in technology, and municipal policies — and sets clear goals to achieve the overall shared goal of zero fatalities and severe injuries. Humans make mistakes, and our road system and related policies should be designed to ensure those inevitable mistakes do not result in severe injuries or fatalities.

One agency or organization cannot tackle this serious public health risk alone. It is important to have a collaborative effort between engineers, enforcement, educators, emergency responders, elected officials, community organizations, and everyone who uses Savannah's streets. Additionally, the policies and programs implemented at the municipal level within Savannah will provide neighboring communities with a roadmap to safe, healthy, and economically vibrant streets.

Vision Zero prioritizes:
- Building and sustaining leadership, collaboration, and accountability among a diverse group of stakeholders to advance traffic safety.
- Continuous data collection and analysis to identify safety concerns and opportunities for improvement.
- Prioritizing actions that provide a safe and equitable transportation system for all users.
- Leading with roadway design that prioritizes safety.
- Promoting robust community engagement to build a culture of safe streets.
- Ensuring transparency on progress and challenges.

The Savannah Vision Zero Action Plan incorporates these practices in a comprehensive set of strategies and actions to address safety on City streets with a goal to eliminate fatalities and serious injuries by 2027.

GUIDING PRINCIPLES

The following principles were identified by the City of Savannah's Vision Zero Resolution and continued work to create safer streets:

1. Traffic deaths and serious injuries are preventable and unacceptable.
2. Saving human lives is an objective of the highest order.
3. Solutions should be comprehensive, collaborative, equitable, and data-driven.
4. Savannah as a whole - elected officials, staff, community members and visitors - are accountable for implementing the Vision Zero Action Plan.

BUILDING ON EXISTING PLANS AND POLICIES

The Vision Zero Action Plan and Guiding Principles will build upon existing plans and policies that promote a safe, connected, and equitable transportation system, including:

Complete Streets Ordinance (2015), whose purpose is to "to encourage healthy active living, reduce traffic congestion and fossil fuel use and improve the safety and quality of life of residents of the City of Savannah by providing safe, convenient and comfortable routes for walking, bicycling and public transportation."

Traffic Calming Policy (2016), which, "strives to reduce the speed and/or volume of traffic through the modification of driver behavior in our neighborhoods."

Coastal Region Metropolitan Planning Organization Non-Motorized Transportation Plan (Updated 2020, Planned Update 2022-2023), which identifies existing as well as needed pedestrian and bicycle improvements, in addition to level of service (LOS), proposed facility cost estimation, and supported types of facilities, including the Tide to Town Urban Trail System.

The Chatham Area Transit Let's Go! Route redesign initiative and upcoming Transit Development Plan updates, which identify systemic gaps in transportation access.

SAFETY/CRASH DATA

Vision Zero starts with understanding what and where the most crashes occur, and then prioritizing resources to make systemic improvements. Public health and equity data, in combination with police crash records and community documentation, can allow for a fuller picture of opportunities for improvement.

EQUITY
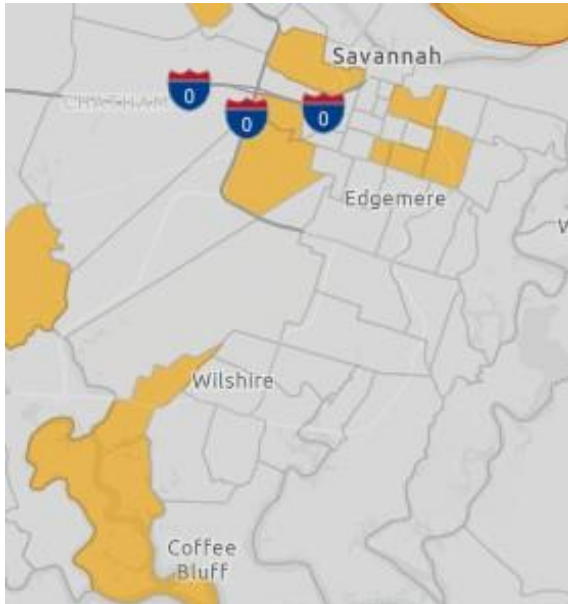
The City of Savannah contains 8 census tracts that are identified as Historically Disadvantaged Communities by the SS4A Underserved Communities Census Tracts. These census tracts are: 6.01, 11, 22, 26, 27, 33.02, 45, and 109.01, and contain 20.4% of the population. Additional census tracts that are identified as Historically Disadvantaged Communities include annexed City of Savannah property, but are primarily located within unincorporated Chatham County boundaries.

Of these census tracts, 5 are identified as Transportation Disadvantaged, 8 are identified as Health Disadvantaged, 8 are identified as Economy Disadvantaged, 4 are identified as Equity Disadvantaged, and 7 are identified as Environmental Disadvantaged.

- **Transportation Access disadvantage** identifies communities and places that spend more, and longer, to get where they need to go. (CDC Social Vulnerability Index, Census America Community Survey, EPA Smart Location Map, HUD Location Affordability Index)
- **Health disadvantage** identifies communities based on variables associated with adverse health outcomes, disability, as well as environmental exposures. (CDC Social Vulnerability Index)
- **Environmental disadvantage** identifies communities with disproportionate pollution burden and inferior environmental quality. (EPA EJ Screen)
- **Economic disadvantage** identifies areas and populations with high poverty, low wealth, lack of local jobs, low homeownership, low educational attainment, and high inequality. (CDC Social Vulnerability Index, Census America Community Survey, FEMA Resilience Analysis & Planning Tool)
- **Equity disadvantage** identifies communities with a high percentile of persons (age 5+) who speak English "less than well." (CDC Social Vulnerability Index)

Total Number of Crashes - 2016-2021
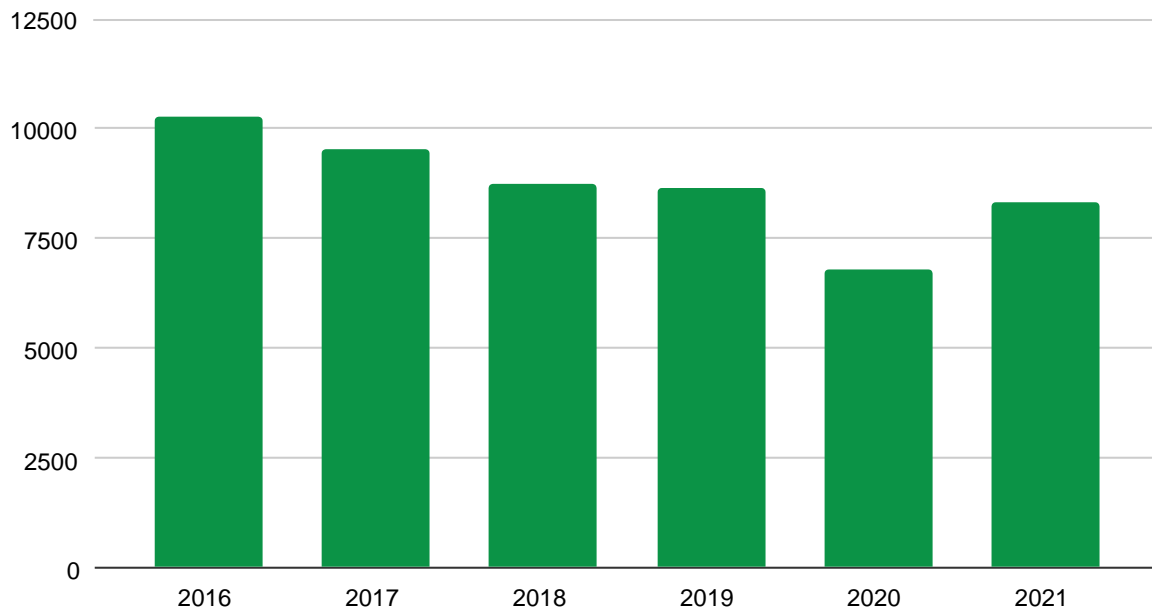
Source: *Georgia Department of Transportation, Numetric Database, 2016-2021*
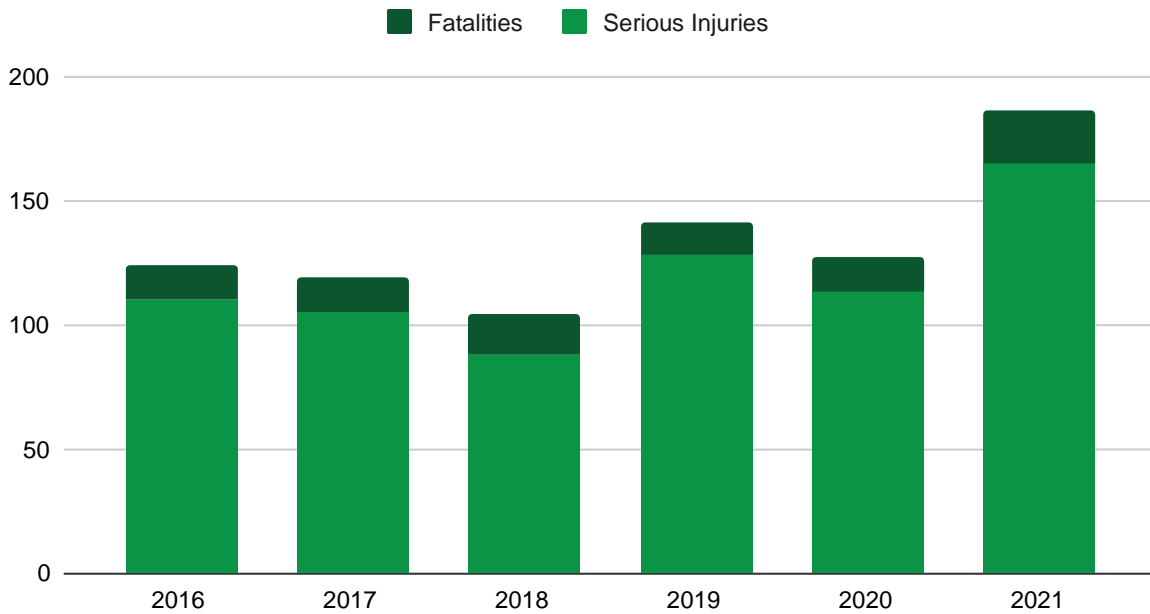
From 2016-2021, there were a total of 51,925 crashes on the roadways within the Savannah city limits. Data* extracted from the Georgia Department of Transportation Numetric database, identified 29,418 (56.65%) collisions as having taken place at roadway intersections.

The year with the highest number of collisions was 2016, with a total of 10,221. While crash numbers have decreased in subsequent years, numbers have remained steady with more than 8,000 crashes a year, apart from 2020 which had 6,782 crashes. However, it is recognized that 2020 saw fewer travel miles due to the COVID-19 pandemic.

Crashes occur on our roads every day, with most resulting in minor injuries or property damage only. As identified within the Vision Zero Guidelines and principles, when they happen, the severity of injuries must be minimized and not result in the loss of life.

Data filtered to remove private property crashes.

Fatalities and Serious Injuries - All Modes

Source: Georgia Department of Transportation, Numetric Database, 2016-2021

There were 801 total crashes from 2016-2021 that resulted in a fatality or serious injury, according to information from the Georgia Department of Transportation. These crashes are identified with the KABCO scale, corresponding to the severity of the injuries as assessed by law enforcement responding to investigate the scene. While fatalities remain relatively steady, the number of serious injuries has increased, particularly in 2021.

Roadway Specifics:

When looking at the type of roadways on which fatal and serious injury collisions occurred between 2016 and 2021 revealed:

- More than 500 (63%) all fatal and serious injury collisions occurred on state routes. The remaining 27% were on City roadways.

- Wet pavement was listed as the surface condition in 23% of all collisions resulting in serious or fatal injuries.

- One hundred eighty-two roadway departure collisions resulted in 183 serious injuries and 31 fatalities during the 6-year span between 2016 and 2021.

HIGH INJURY NETWORK MAP

These fatalities and serious injuries are not limited to one location or street, but we recognize that there are trends on many of these roadways. There is a greater frequency of crashes that result in fatalities and serious injuries on streets that carry a larger volume of vehicles, are wider with more travel lanes, and have higher motor vehicle speeds - both from posted speed limits and through street design.

This map shows Savannah's High Injury Street Network. Safety investments in these locations can address the corridors with a greater likelihood of crashes, addressing concerns around the safety of motor vehicle drivers and non-motorized transportation users.
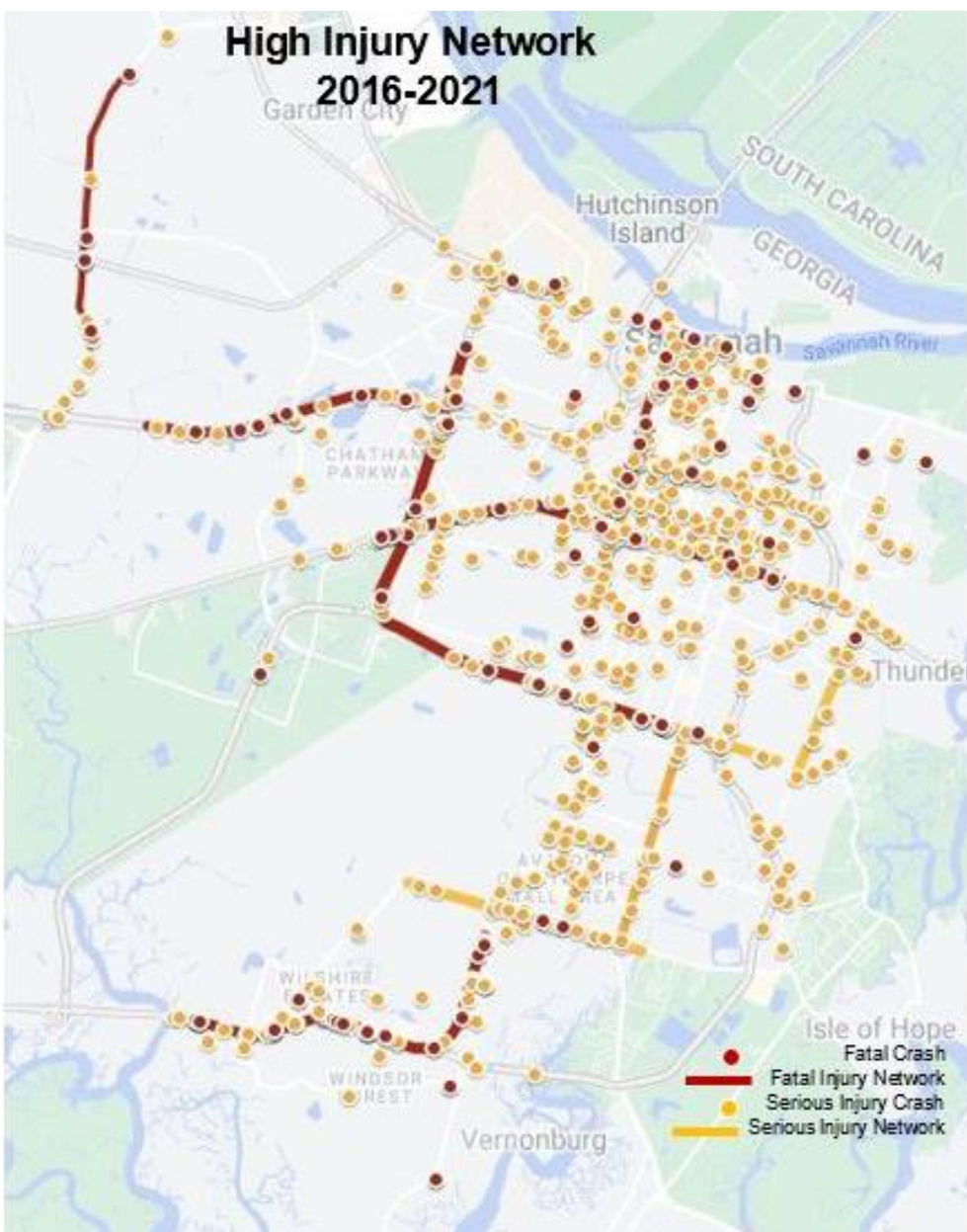
High Fatality Corridors Include:

Interstate 95
Interstate 516
Interstate 16
State Route 307 (Dean Forest Road)
State Route 26/US Hwy17 (Ogeechee Road)
SR 26/US Hwy 80 (Victory Drive)
State Route 204 (Abercorn Street)
SR 25 Connector(MLK, Bay/Oglethorpe)
Martin Luther King Jr. Boulevard

**High Injury Corridors Include:**

37th Street
Middleground Road/Montgomery Cross Road
Skidaway Road
Montgomery Street
Waters Avenue
Liberty Parkway
DeRenne Avenue

FATALITIES BY TYPE OF ROAD USER

92 fatal crashes occurred on Savannah streets between 2016-2021.

Fatal Crashes by Road User

Legend: ■ All Drivers ■ Older Drivers ■ Pedestrians ■ Motorcyclists ■ Bicyclists
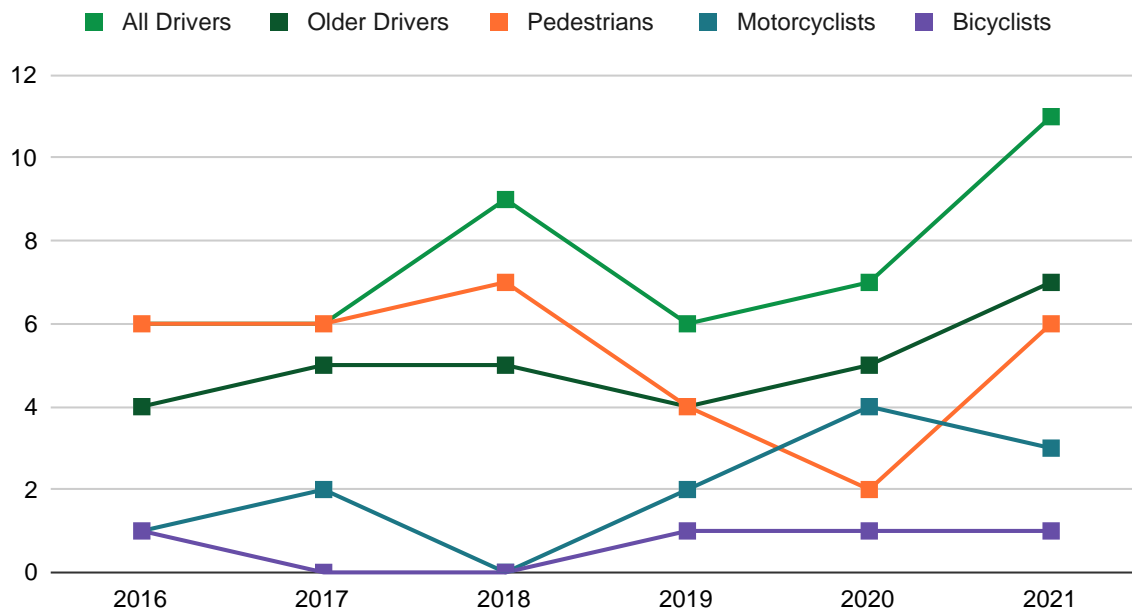
Source: Georgia Department of Transportation, Numetric Database, 2016-2021

Factors in Fatalities and Serious Injuries:

Data analysis of the contributing factors in 801 fatal and serious injury crashes between 2016 and 2021 revealed that Savannah aligns closely with other cities and the state for collision causation, including:

- Angle collisions represent 42% of total crashes (State Highway Safety Plan Priority)

- In serious injury crashes, drivers/pedestrians/cyclists were suspected of being impaired 35% of the time; this represents an impairment rate more than 3 times the state average of 10%.

- Drivers/pedestrians/cyclists were suspected of impairment in 60% of fatal crashes; the state rate of 32% is less than half of Savannah's rate.

- Statewide, pedestrian fatalities represent 17% of all collisions resulting in a death; in Savannah, the percentage is more than twice the state, at 34%.

*Due to reporting limitations, accurate information is not available regarding suspected impairment or distraction of bicyclists and pedestrians.

CRASHES BY SPEED LIMIT

Total Fatal and Serious Injury Crashes			Pedestrian Fatal and Serious Injury Crashes			Bicyclist Fatal and Serious Injury Crashes		
≤ 30 mph	35-45 mph	> 45 mph	≤ 30 mph	35-45 mph	> 45 mph	≤ 30 mph	35-45 mph	> 45 mph
243	436	9	45	90	1	17	18	1

Source: Georgia Department of Transportation, Numetrics Database, 2016-2021.
These numbers exclude Georgia Department of Transportation controlled roadways like I-16/I-516 and the Truman Parkway.

Speed Found as Significant Factor in Crashes.

Based on the crash analysis, a majority of fatal and serious injury crashes occur on streets with a posted speed limit of 35-45 mph. A majority of pedestrian involved fatal and serious injury crashes also take place in these areas, with bicycle related crashes distributed between streets with a posted speed limit of less than 30 mph and between 35-45 mph. Higher traffic speeds increase risk, especially for people walking and biking, and that risk is significantly higher for older adults.
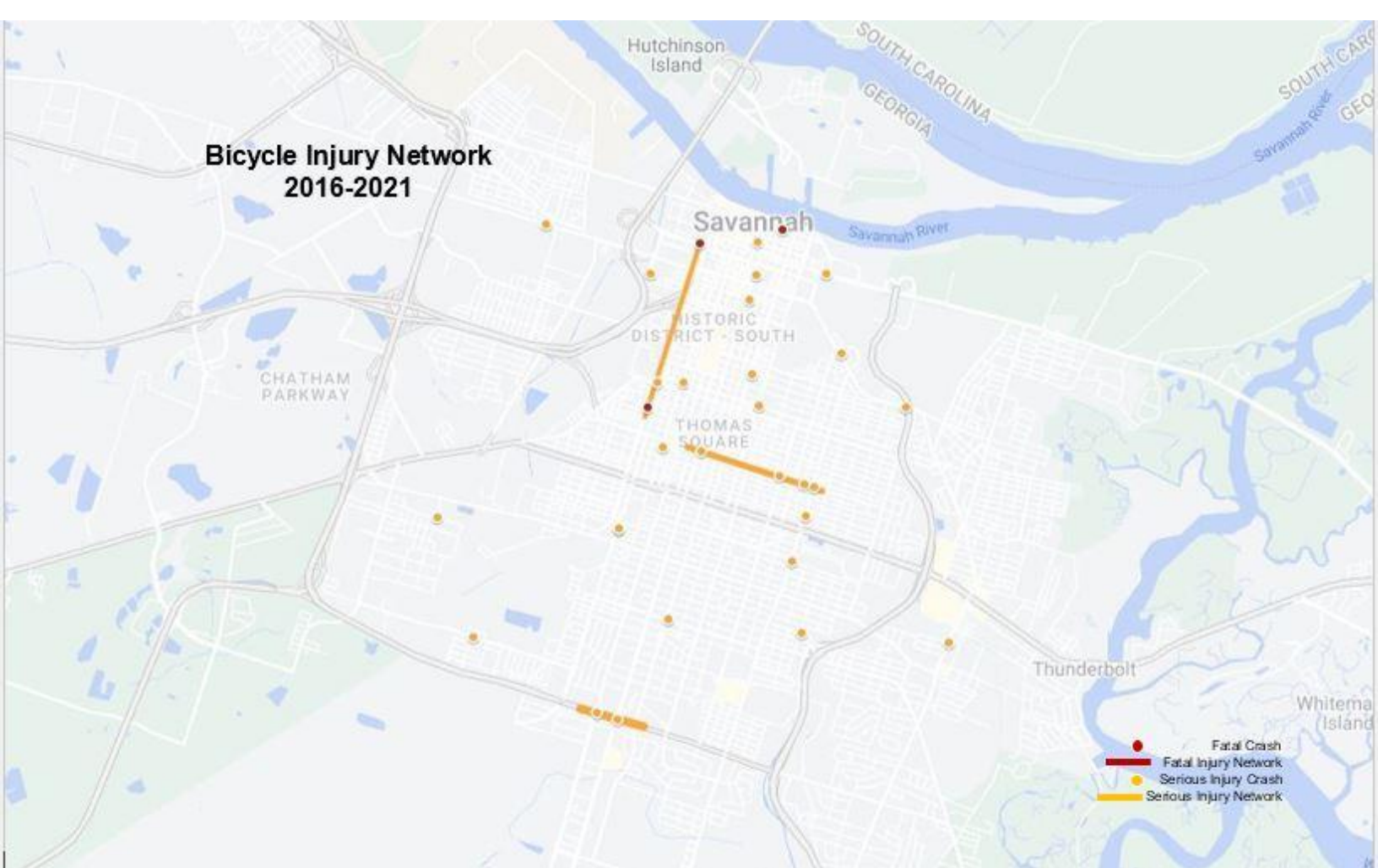
PEDESTRIAN CRASHES 2016-2021
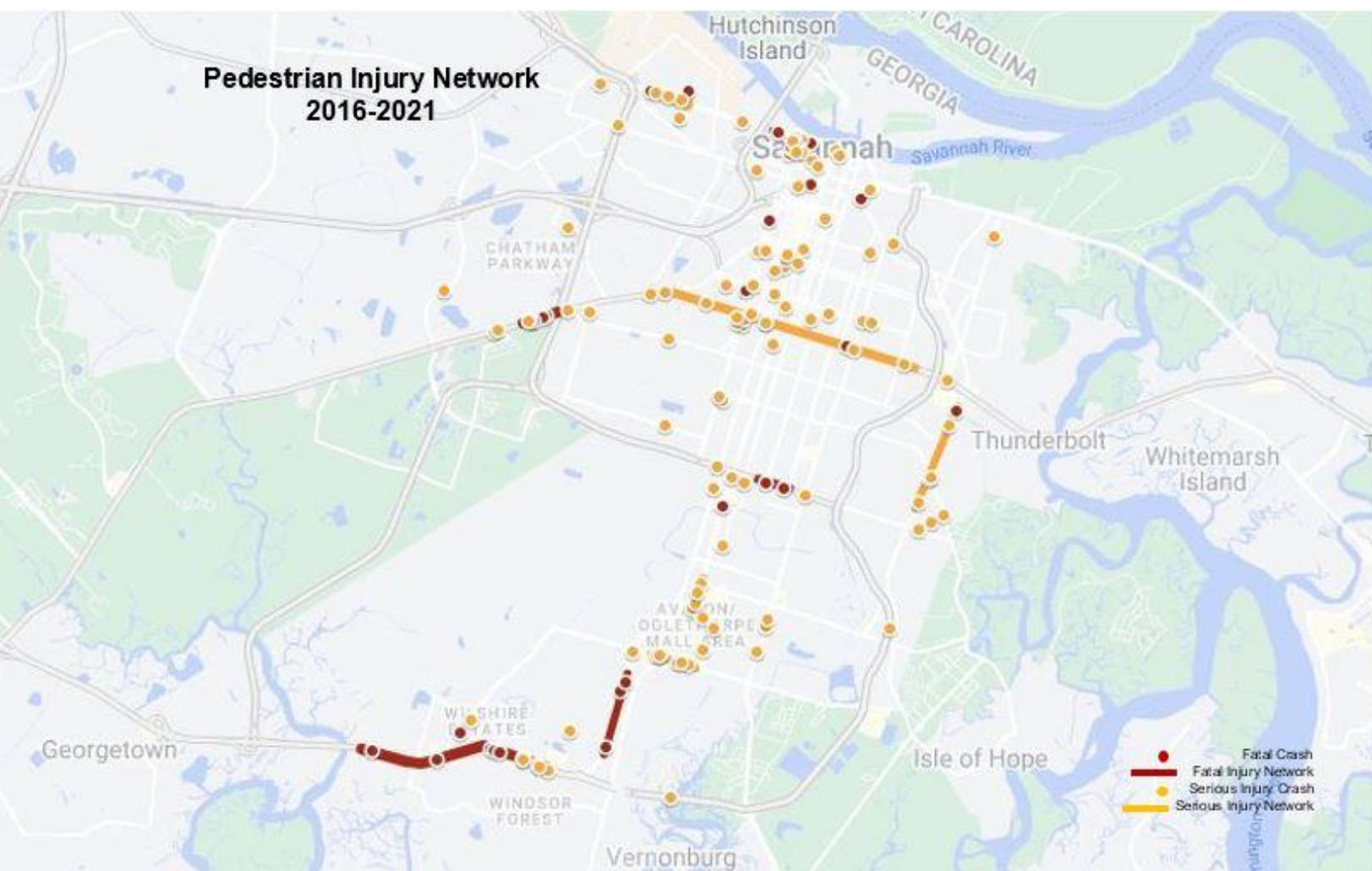
Source: Georgia Department of Transportation, Numetric Database, 2016-2021

Pedestrian related crashes occur across the city, but some commonalities are noted. A concentrated number of crashes occur on streets where lane widths and motor vehicle speeds are above 35 mph, like Abercorn St.; on street segments that lack sidewalk facilities, like Skidaway Rd. between Victory Dr. and in areas that see increased pedestrian activity, like Bay St.

Identified countermeasures in the Numetric database include road diets, clearing the roadside of debris and visual impairments like tree limbs and brush, improved lighting, and pedestrian sidewalk improvements.

Continued analysis of crash reports and conditions of intersections should be undertaken to determine additional contributing factors to pedestrian related collisions, including but not limited to lighting, visibility, pavement marking conditions, marked crosswalks, and signal timing and activation, and identify opportunities and strategies for improvement as best practices continue to expand.

BICYCLE CRASHES 2016-2021

Source: Georgia Department of Transportation, Numetric Database, 2016-2021

Bicycle related crashes are similarly dispersed, with similar commonalities to pedestrian related crashes. The highest concentration of bicycle crashes is in the downtown area, which sees increased bicyclist activity due to the design of the street grid and concentration of students from the Savannah College of Art and Design (SCAD), but collisions also occur in areas that lack bicycle facilities.

Similar to pedestrian related collisions, continued analysis of crash reports and conditions of intersections and roadway facilities should be undertaken to determine additional contributing factors to bicycle related collisions, including but not limited to lack of facility inclusion at intersections, lighting, visibility, pavement marking conditions, signal timing and activation, and identify opportunities and strategies for improvement as best practices continue to expand.

STRATEGIES AND ACTIONS

Savannah has exhibited great leadership in its pursuit to reduce community-wide fatalities and injuries through numerous city- and community-led programs, transportation initiatives, and projects. This Vision Zero Action Plan is a continuation of these efforts for future initiatives and implementation.

Savannah's Vision Zero strategy can be grouped into three focus areas: engineering safe streets, legislative and budget, and further developing a community culture of safety to reduce the number of fatalities and serious injuries on our streets, with a focus on equity. Our city and community have already built a strong foundation in these areas, but there is always more work to be done.

EQUITABLE FOCUS

As a core foundation of Vision Zero, Savannah will establish inclusive and representative processes, as well as equitable outcomes, through cooperation and collaboration.

Safe mobility is a basic right, and all people have the right to move about safely. With a focus on proven safety strategies and national best-practices, the City of Savannah will address communities that are disproportionately impacted by traffic deaths and serious injuries and prioritize roadway safety investments in these areas.

Further additions to qualitative and quantitative data should be made through collaboration with a diverse Vision Zero task force.

CREATING SAFE STREETS

The following actions are initiatives that will be carried out by the Mayor and Aldermen of Savannah, City Manager's Office, and City staff to establish best practices, and plan and design for people of all ages, abilities, and backgrounds to create safer streets.

Institutionalize Vision Zero throughout the City of Savannah's governmental operations.

- Expand the internal Vision Zero task force to help monitor Vision Zero efforts and assist in community collaboration and public engagement.
- Formalize a multi-department task force to review new data as well as ongoing Vision Zero performance measures, identify challenges, and determine strategies to overcome obstacles, if possible.
- Develop benchmarks for success, with a focus on implementation to reduce fatalities and serious injuries.
- Performance Metrics can include, but are not limited to:
  1. The Change in total combined number of traffic deaths and severe injuries, including breakdown by mode, age, and race.
  2. Percentage change in drivers exceeding median traffic speeds on select streets, including the High Injury Network.
  3. Percentage of High Injury Network Streets with new traffic safety treatments.
  4. Number of total intersections with new traffic safety treatments, and listed improvements.
  5. Percentage of streets with new street safety treatments.
  6. Number of residents reached annually through Vision Zero engagement work.
  7. Percentage of schools, businesses and organizations conducting traffic safety education programs.
- Adopt a comprehensive Bicycle Network Implementation Plan to direct internal operations, as well as for inclusion in the Coastal Region Metropolitan Planning Organization Non-Motorized Transportation Plan.
- Identify and construct new or improved pedestrian crossings in each aldermanic district, including Accessible Pedestrian Signals, with a focus on census tracts that lack access to a motor vehicle, see high levels of public transportation use, and/or have a high number of fatal and serious injury crashes related to pedestrian crossing conditions.
- Continue to implement the Americans with Disability Act (ADA) Transition Plan, in collaboration with community organizations that focus on serving residents with disabilities.
- Update existing Sidewalk implementation Plans to reflect the High Injury Network.
- Develop and/or adopt design guidelines that follow national best practices for Complete Streets and a Safe Systems approach.

Work with leaders to coordinate safety activities with fair and equitable enforcement.

- Coordinate efforts with Savannah Police Department to conduct high-visibility, targeted, and equitable enforcement and education for all users, including campaigns for motor vehicle drivers, bicyclists and pedestrians.
- Engage state and federal partners to secure resources and technical assistance.
- Coordinate with regional, state and federal partners in planning efforts and to integrate safety initiatives.
- Conduct frequent assessments to improve the quality, reporting, timeliness, and integration of data.
- Establish and maintain law enforcement practices based upon current national best practices, reviewing annually, and reviewing data.

Further develop speed management program with a focus on HIgh Injury Network city streets.

- Develop methodologies and guidelines for street design changes, speed data collection, and manual enforcement.
- Perform an evaluation of current design speeds on the High Injury Network and explore ways to make physical engineering changes.
- Identify and create messaging opportunities on the High Injury Network to promote safe speeds and traffic law compliance.
- Determine opportunities to reduce speeds on the High Injury Network and fund engineering improvements based upon the target speed for each.
- Explore opportunities to increase automated enforcement implementation, both in physical data collection locations under current state law and working with legislators to identify expansion of allowed locations.

Evaluate Traffic Calming efforts.

- Analyze the functionality of the Traffic Calming Policy through city resources and community engagement.
- Adjust the policy based on community feedback and needs.
- Identify and prioritize traffic calming projects outside of the Traffic Calming Policy that may fall on the High Injury network.
- Implement projects from results of prioritization and needs assessments.

Promote transportation safety and mobility.

- Promote transportation options for users of all ages, abilities and backgrounds through a Safe Systems/Complete Streets approach.
- Provide safe access to transit stops in collaboration with Chatham Area Transit, especially in high priority areas and areas on the High Injury Network.
- Identify and address transportation challenges for older road users.
- Implement policies to provide safe passage of all modes during special events or work zones.
- Complete annual bicycle and pedestrian pilot projects to test new safety treatments.
- Protect existing bicycle lanes with vertical elements if warranted by the High Injury Network, collision reports, consistent obstructions like motor vehicles idling or parking in the bicycle lane, and where sufficient right-of-way exists, and installation will not create sight obstructions.
- Evaluate speed limits on corridors with bike lanes, especially corridors on the High Injury Network, and adjust if necessary through design and signage.
- Continue to analyze collisions and update list of prioritized corridors and intersections for safety improvements.
- Evaluate the top High Injury Network corridors on an annual basis, prioritizing these studies on multilane streets.

Evaluate Vision Zero efforts.

- Develop metrics to support the evaluation of safety projects.
- Document the before and after-effects of infrastructure projects.
- Develop a publicly available crash data portal to share up to date crash information, fatality and serious injury statistics, current traffic calming implementation, and other dashboards as identified by city staff.
- Publish an annual report to document the prioritized effort and funding towards Vision Zero, including the implementation status of the action plan and facilities; fatality and serious injury statistics; key traffic citation metrics; and summaries on the effect of countermeasures.

LEGISLATIVE AND BUDGET

These are actions to modify or introduce laws, policies and budget resources to support these initiatives and strengthen our safety efforts and programs.

Establish and support policies, regulations, or laws that support a Safe Systems approach and increase the safety culture.

- Review existing legislation and operating procedures for their impact on helping or hindering safety efforts, including NewZO, Subdivision Regulations, Development Standards and Site Plan Review.
- Identify and evaluate advanced tools and techniques to reduce speeding, and where necessary, work with State partners to explore the use of these tools, like automated speed enforcement.
- Seek dedicated funding for automated enforcement.
- Reinvest revenue generated from automated enforcement into Vision Zero projects.
- Evaluate and update policies on sight distance and intersections to improve safety, especially in high-collision intersections.

Identify fiscal opportunities and establish budgetary support for an ongoing and sustainable Vision Zero program.

- Establish a permanent, dedicated funding source for Vision Zero implementation and coordination.
- Coordinate existing funding that can be applied to Vision Zero programs and implementation projects.
- Hire a Vision Zero Coordinator to promote continual collaboration and manage implementation and evaluation of the plan across departments, agencies, and organizations.
- Fund engineering design projects to adjust target speed and design speed where appropriate.

Identify partnership opportunities and establish budgetary support for Vision Zero programs that support the design of transportation systems that are safe for all users.

- Establish internal processes to evaluate and implement strategies in support of Vision Zero on projects within the High Injury Network.
- Use crash trends and data analytics to systematically identify locations that need street modifications.
- Communicate appropriate speeds through good design.
- Implement a Safe Systems/Complete Streets approach, including traffic calming, traffic safety assets, and bicycle and pedestrian facilities.
- Identify Funding Opportunities for community-based programs working to prevent dangerous driving and improve driver safety.

Promote a culture of safety across City.

- Promote and implement driving and anti-distraction policies.
- Coordinate and promote safety messaging.
- Host education classes, workshops, and opportunities for discussion around Vision Zero and safe streets.

Implement safety treatments on the High Injury Network.

- Develop an annual list of engineering projects that work towards achieving the City of Savannah's Vision Zero goal.
- Apply signal timing/crossing modifications, including leading pedestrian intervals.
- Implement proven intersection treatments for bicyclists, pedestrians, and motor vehicle drivers.
- Install or upgrade pedestrian crossing treatments.
- Enhance lighting of various scales on the High Injury Network to improve visibility, including overhead, pedestrian scale, and in ground lighting options.
- Determine gaps in the sidewalk network and prioritize locations annually for improvement.
- Determine gaps in the bicycle network and prioritize locations annually for improvement.
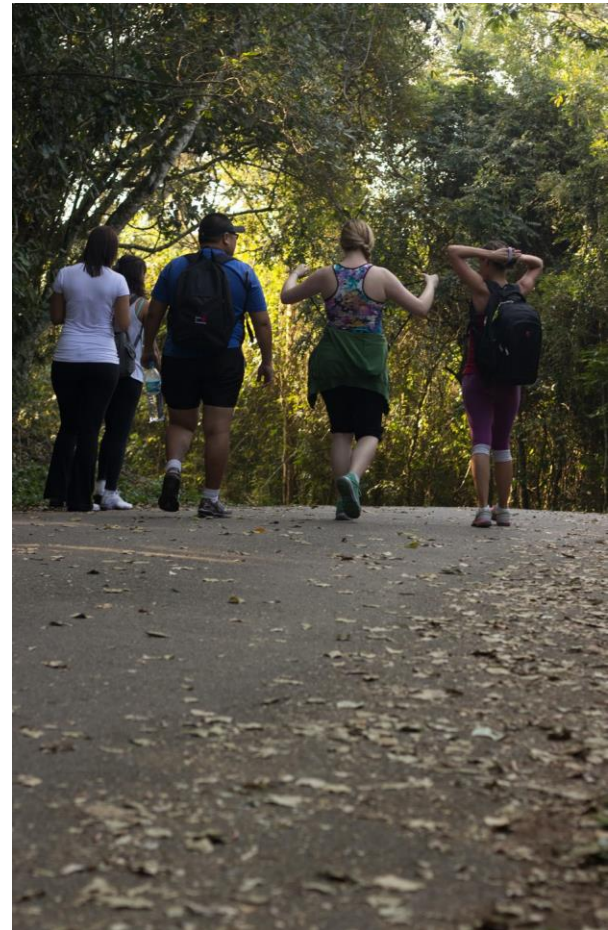
SHAPING COMMUNITY CULTURE OF SAFETY

Actions that neighborhood leaders, residents, media and employers can take to make positive changes in our community that will promote continuous improvements in transportation safety.

Communicate effective messaging based on national best-practices to all transportation system users and partners.

- Develop standard language regarding Vision Zero for use by all partners when interacting with the media and the public.
- Develop a course or identify workshop opportunities to train City staff, neighborhood organizations and residents about Vision Zero.
- Provide up-to-date and accessible data about traffic safety on the City's website.
- Conduct strategic, high visibility enforcement and education campaigns that are designed to reach all transportation system users.
- Promote a better dialogue with the media, internal communications, and others about the circumstances of crashes and avoiding victim blaming, including the use of the word "crash" instead of "accident".
- Develop outreach materials and identify collaboration opportunities to encourage the public to avoid risky behaviors and poor decision-making.

Educate and support informed drivers.

- Identify, develop and support training and outreach materials for use by schools, fleet managers and local driving instructors.
- Work with State partners like the Governor's Office of Highway Safety to identify and improve education opportunities within the DDS system.

Emphasize safe travel for users of non-motorized transportation.

- Develop messages for drivers to improve yielding to and safe passing around pedestrians and other non-motorized users.
- Work with local organizations to develop promotional and marketing materials for both motorized and non-motorized users.
- Work with partners such as mobile phone companies and insurance agencies to address road user distraction.

Identify and use effective law enforcement actions and community engagement strategies to promote safety.

- Implement warning, incentive activities, and high-visibility enforcement.
- Promote these efforts using both social and traditional media, creating opportunities for neighborhoods and residents to easily share content.
- Identify training opportunities on safety priorities and equity considerations.

Expand partnerships to promote equity in our transportation system and reflect the diverse community of Savannah.

- Work with a broad range of neighborhood groups, faith-based organizations, schools, businesses, and advocacy groups to promote transportation safety.
- Engage organizations from each of the City's six aldermanic districts.
- Work with organizations like Chatham Area Transit, bike share companies, and advocacy groups to encourage alternatives to driving.
- Work with community partners, bars and restaurants to increase awareness of safe alternatives to impaired driving.
- Work with businesses, manufacturing companies and transportation companies to understand freight needs and reduce potential conflicts with other modes.
- Work with major employers and local businesses to disseminate safety messages to their employees and to take the Vision Zero pledge to support safety efforts.
- Work with neighborhoods and community partners to identify opportunities for neighborhood collaboration and input.

PUBLIC ENGAGEMENT

When it comes to experience and knowledge of how a neighborhood works, no one knows better than the people who live there. Working with residents and building on existing partnerships with the city and community organizations, we will be able to solicit feedback on opportunities for improvement, address specific neighborhood concerns, and continue to build on our Vision Zero foundation to achieve zero fatalities and serious injuries by 2027.

With all public engagement, effort should be made to specifically target underserved residents in neighborhoods that have been historically left out of the urban planning process.

Develop Digital and Print Surveys
> Develop short and simple surveys that evaluate demographic information, destinations, and neighborhood/community concerns.
> Work with neighborhood organizations, faith-based organizations, and community events to distribute surveys in an effective manner.
> Provide translated surveys to reflect community makeup, including Spanish, Chinese and Vietnamese.

Tabling at Community Events
> Meet residents where they are -- and where they are going -- through tabling efforts at City events, destinations like the Forsyth Farmers' Market and Farm Truck 912, and community events like Phil the Park and Earth Day.

Provide Digital and In Person Mapping Solutions
> Create a digital mapping solution for residents to submit concerns about existing facilities or current street conditions that create unsafe situations, providing ongoing feedback and direction for the Vision Zero Task Force.
> Identify opportunities for additions to Savannah 311 program, especially around bicycle and pedestrian facilities, facility obstructions, and street concerns.

Vision Zero Town Halls/Virtual Presentations
> Host annual Town Halls dedicated to soliciting information around resident and community concerns and ongoing feedback around Vision Zero implementation, with at least one Town Hall in each aldermanic district and at least one virtual presentation, available for viewing on the City website and media channels.

Traditional Media
> Through traditional media, including mailers, public notices and advertisements, solicit information around resident and community concerns and ongoing feedback around Vision Zero implementation.

Stakeholder Committee/Advisory Council
> Integrate community members into the Stakeholder committee and Vision Zero Task Force, allowing for natural collaboration and opportunities for input.

We can't get to zero alone — together we can save lives and prevent injuries on our streets.

ŞAVANNAH

savannahga.gov